

# AIRWORTHINESS DIRECTIVE

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*Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.*

Translation of 'Consigne de Navigabilité' ref. : 2000-434-321(B)  
In case of any difficulty, reference should be made to the French original issue.

## AIRBUS INDUSTRIE

### A300 aircraft

Wings - Bottom skin to spar joints - Inspection of fastener holes (ATA 57)

#### APPLICABILITY:

AIRBUS INDUSTRIE A300 aircraft, all certified models, all serial numbers where cracks at the wing bottom skin to spar joint fastener holes have been repaired according to the cold working process during the embodiment of one or more AIRBUS INDUSTRIE Service Bulletin(s) (SB) mentioned in the "configurations" defined in paragraph 1.A.(2) of SB A300-57-0206 Revision 2.

#### REASONS:

Additional Rototest inspection methodology evaluation tests have revealed that this methodology is satisfactory for detecting cracks at holes but that it does not allow an exact evaluation of the length of the crack.

Cracks the size of which was underevaluated during earlier inspections and which were repaired by cold working could lead to a reduction in the structural integrity of the wings.

#### ACTIONS:

In order to detect the presence of cracks the size of which was underevaluated during earlier inspections, the following measures are rendered mandatory on the effective date of this Airworthiness Directive :

1. At the thresholds and according to the instructions of SB A300-57-0206 Revision 2, inspect the fastener holes at the wing bottom skin to spar joints and perform the corrective measures required.
2. Repeat the inspections at the intervals defined in SB A300-57-0206 Revision 2 and perform the corrective measures required.

Keep the manufacturer informed of all inspection results whatever they may be.

REF. : AIRBUS INDUSTRIE Service Bulletin A300-57-0206 Revision 2  
Any further approved revision of this SB is acceptable.

**EFFECTIVE DATE : OCTOBER 28, 2000**

n/GH

October 18, 2000

AIRBUS INDUSTRIE  
A300 aircraft

2000-434-321(B)